

DOWNFORCE –2002+ HEADLIGHT HID WIRING GUIDE

USER'S GUIDE

This is a guide created to help you how to wire the older 1991-2001 motorized headlights into the newer 2002-2005 fixed headlights. Please refer to the proper instruction guides when installing the HID lights. If you are looking for more conversion information, please visit our manual directory. Other related guides include:

2002+ Headlight Install

2002+ DF Front Bumper

2002+ DF Hood

This instruction and many others are available for download online at <http://www.downforce.biz/manual/>

Halogen lights run on 55 watts of continuous power. The HID lighting system runs on 35 watts. HID ballast start up requires a higher current load of 25 AMPS for the first 5-10 seconds depending on the brand of your HID system. The factory 20 AMP fuse is sufficient to operate the HID lights, DF does not recommend increasing the fuse load. A properly connected HID system will never blow the fuse. The factory HID on the 2002+ NSX runs on 20 AMP fuses. If your fuses are burning out you need to check your wiring for a possible short or wiring that is too small.

- There are several WARNING sections in the installation. Always read and follow the instruction to prevent injuries, accidents, and possible damage to the vehicle.
- Always disconnect the battery's main terminal before performing any electrical related work to prevent accidental injuries or damages.
- Do not power the HID ballast without a bulb, the high voltage system will arc at the socket area and possibly damage or hurt someone.

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Wire Size Recommendations 12 Volt DC		
Wire Gauge (AWG)	Current (AMP)	Power (W)
12	30	360
14	24	288
16	20	240
18	15	180

Requirements



Wire Cutter or Stripper

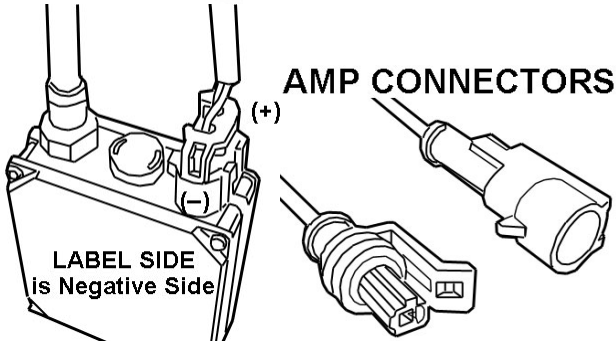


Heat Shrink Tube



Heat Gun

1 Aftermarket Install



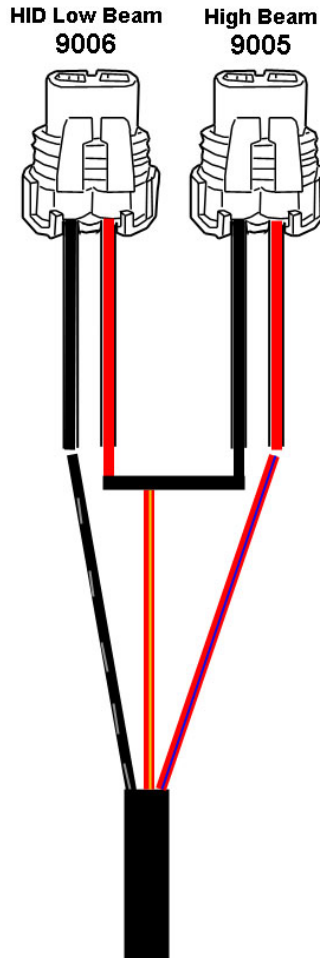
NBO system uses true factory style bulbs D2S.

[Philips / Hella] LVQ-212 HID Ballast

The LVQ-212 ballast is a very well designed ballast with many features. This unit is the result of 5 years of German R&D. The engineers had to solve the "Hot Start" where you are turning on a hot bulb which may explode. The ballast needs to monitor the voltage difference between a cold start and a hot start. If the voltage is not monitored and regulated it will decrease the life of the HID bulb. This ballast is also wired for reverse polarity protection. There is also a safety "Shut Down" feature where in the event there is a collision, if the ballast senses no circuit it will shut down, to prevent arcing and possibly ignition of fuel or high voltage hazard for rescue workers. If the LVQ-212 experiences more than 8 shut downs it will burn out an internal fuse which is replaceable.

The Philips / Hella LVQ 212 is the most widely used HID ballast in the aftermarket industry. Philips would sell these units as private labels, other companies in Asia have also counterfeited this design. This unit will not work as shown because the D2S sockets are too big to fit through the NSX housing from the bottom hole. One fix is to modify the connectors to an AMP plugs are supported by companies such as McCulloch, MTEC, Xetronics, etc. This will guarantee the most amount of support in the future for replacement ballast or bulbs.

Another highly recommended option is to purchase 2 sets of AMP connectors and create an AMP disconnect for the D2S socket such as the NBO system. If you have a different type of aftermarket HID system you can always purchase a D2S socket to AMP connector so you can use factory D2S bulbs. One place to get this is www.blinglights.com



[Black] [Red/Yellow] [Red/Blue]
Wiring Diagram